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MISSOULA TRANSPORTATION STUDY
MISSOULA, MONTANA

PROGRAM PROSPECTUS

Study Conducted Under The Sponsorship Of

MISSOULA CITY-COUNTY PLANNING BOARD

In Cooperation With

MONTANA HIGHWAY COMMISSION
U. S. DEPARTMENT OF COMMERCE,
BUREAU OF PUBLIC ROADS
MONTANA STATE PLANNING BOARD
HOUSING AND HOME FINANCE AGENCY

Prepared by

Clark, Coleman & Rupeiks, Inc.
City and Regional Planning Consultants

Seattle, Washington
April 2, 1965

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PREFACE

Each community must decide and express its goals and its programs for a balanced transportation system in order to serve its growing and changing population. This process, to meet the needs of both the current and the proposed development programs, must be community-wide or regional in scope - not piecemeal, partial or unrelated to comprehensive planning.

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STUDY ORGANIZATION

COUNTY COMMISSIONERS

MAYOR AND CITY COUNCIL

MONTANA HIGHWAY COMMISSION

MONTANA STATE PLANNING BOARD

U. S. DEPARTMENT OF COMMERCE,
BUREAU OF PUBLIC ROADS

HOUSING AND HOME FINANCE AGENCY

CITY-COUNTY PLANNING BOARD

POLICY COMMITTEE

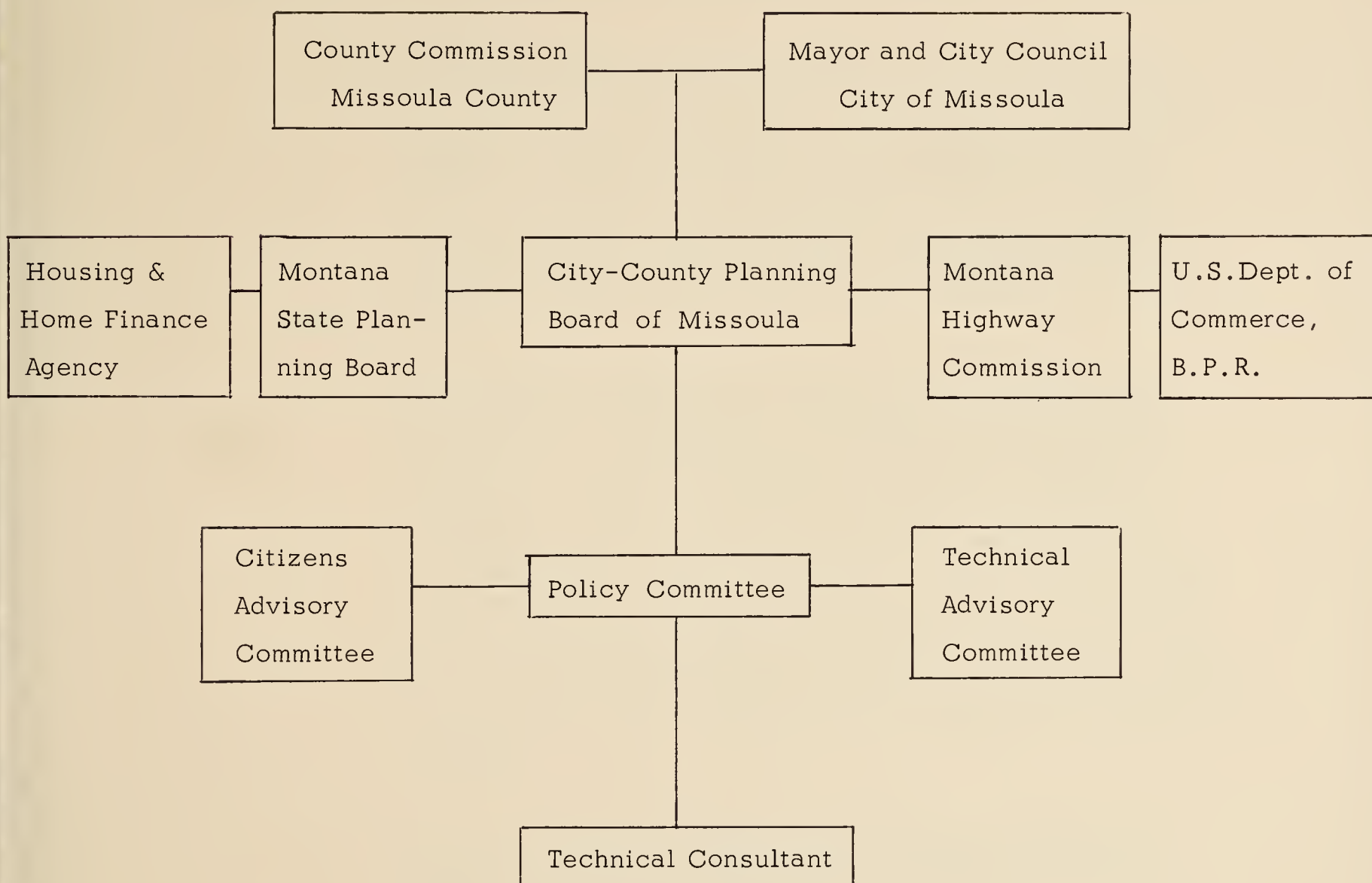
DIRECTOR OF PLANNING

TECHNICAL ADVISORY COMMITTEE

CITIZENS ADVISORY COMMITTEE

TECHNICAL CONSULTANT and
RESIDENT PLANNER'S OFFICE

STUDY ORGANIZATION



SUMMARY OF PROGRAM PROSPECTUS

The decision that a comprehensive transportation study be undertaken was made by public officials with responsibility in the urban transportation field. Three basic considerations were involved in this decision:

1. The population growth experienced in the Missoula urban area during the past decades is almost certain to continue into the future. The capacity of the existing transportation system is already strained at various locations and the pressure of demand will increase with population growth. This means that today's traffic problems only foreshadow even more difficult ones to come. The problems of the future must be anticipated and planned for lest they become overwhelming.
2. The location, design, and construction of streets, roads and highways are properly an orderly and relatively lengthy process. The expenditures for these projects are not only great in terms of governmental budgets, but also in terms of the amount of critical land used. The facilities themselves represent a semi-permanent community investment requiring long-term financing. In short, the time and expense required to provide facilities which will adequately serve an increasing need also necessitate careful planning. It is the purpose of this study to determine the short-, middle- and long-range transportation needs of the area. These needs will be used in local, integrated transportation and land use planning.
3. Section 9 of the 1962 Federal Aid Highway Act states that after July 1, 1965, the Secretary of Commerce shall not approve any federal funds for highway projects in any urban area of more than 50,000 population unless he finds that such projects are based on a continuing comprehensive transportation planning process which is carried out by states and local communities in a cooperative manner.

Although Missoula does not have sufficient population to make transportation mandatory under federal law, it is approaching that status. With the undertaking of a comprehensive development plan by the City-County Planning Board, it would be an ideal time to include the transportation planning within the over-all planning process.

OBJECTIVES

The basic objectives of the Missoula Transportation Study are:

1. To develop a balanced and integrated plan and program for the staged development of parking, streets, roads and highways in a manner that will serve the local area and the state efficiently and effectively.
2. To provide the basic facts and data needed for continuing review and re-evaluation of the plan by public officials and community interests.
3. To develop a high degree of cooperation and coordination between the Federal, State, City and County agencies concerned with urban transportation problems.
4. To serve the projected land uses and to meet the anticipated travel requirements, with improved quality of service, including areas where no service exists, and within the practical economic ability of the responsible agencies.

NEED FOR TRANSPORTATION STUDY

The need for a transportation study in the Missoula urban area is clearly indicated by the lack of direct and documented answers to the following basic questions:

1. What are the most desirable and feasible solutions to transportation problems created by population and economic growth?
2. Will transportation facilities now under construction or programmed meet these problems, including provision of the necessary terminal facilities?
3. What combination of highway, road and arterial streets will comprise an optimum transportation system to meet regional transportation needs?

4. Will such a system encourage and serve desirable patterns of land use and promote desirable development?
5. Where should transportation improvements be located so that they will serve the future development and make the region more livable?
6. How can travel time, distance and frequency of trips be reduced?
7. What changes will enable the present highways, roads and streets to be transformed into an urban transportation system capable of satisfying the needs of future users?

STUDY AREA

The limits of data gathering for a comprehensive urban transportation study must be flexible. The study area for which the transportation plan is to be prepared will include all land likely to be urbanized in the vicinity of the City of Missoula within the forecast period (1985) and contains, or is expected to contain within the forecast period of the study, places of employment and residence which are unified by a pattern of daily going-to-work movement.

GENERAL STUDY DESIGN

The general study design is based on the premise that it is necessary to study area transportation as a total system. It calls for the collection, evaluation, and analysis of data for the area in a central location using a common basis.

The underlying philosophy of this study is that travel and certain land uses are predictable and can be planned. Because travel is necessary for most human activity, and because human activity is regular and orderly, it follows that travel also, is regular and orderly.

There are demonstrable time and space patterns of travel, subject to recognizable rules - repetitiveness, directional symmetry, and balance between Origins and Destinations - and interrelated with land use, economic activity, and population distributions. Significant portions of the travel behavior of an organized society can thus be measured, explained and predicted. With this concept of what future travel demands will be, plans can then be prepared and travel facilities constructed to meet them.

The transportation study design, or planning process, can be described as having four well-defined phases, (1) surveys or inventories of the present situation, (2) the analysis of the present travel relationships, (3) the forecast of future economy, population, land use and its travel implications, and (4) the plan preparation of the transportation system that will be needed.

SURVEYS

This section presents information pertaining to the type and extent of data to be gathered concerning existing travel, transportation and terminal facilities, and community development.

ANALYSIS

The prime objective of this section is to find and to understand the fundamental rules of travel - its repetitiveness, stability, and regularity. This will include analyzing, checking and summarizing inventory data under various conditions. To facilitate or reduce the massive amounts of raw data for analysis and use in the planning operation phases, electronic computers will be utilized (IBM 1401 and 7094).

FORECASTS

The objective of the forecast section is to estimate impartially and objectively the growth and change of the urban area in order that plans can be prepared to cope with the expanded and different problems of the future.

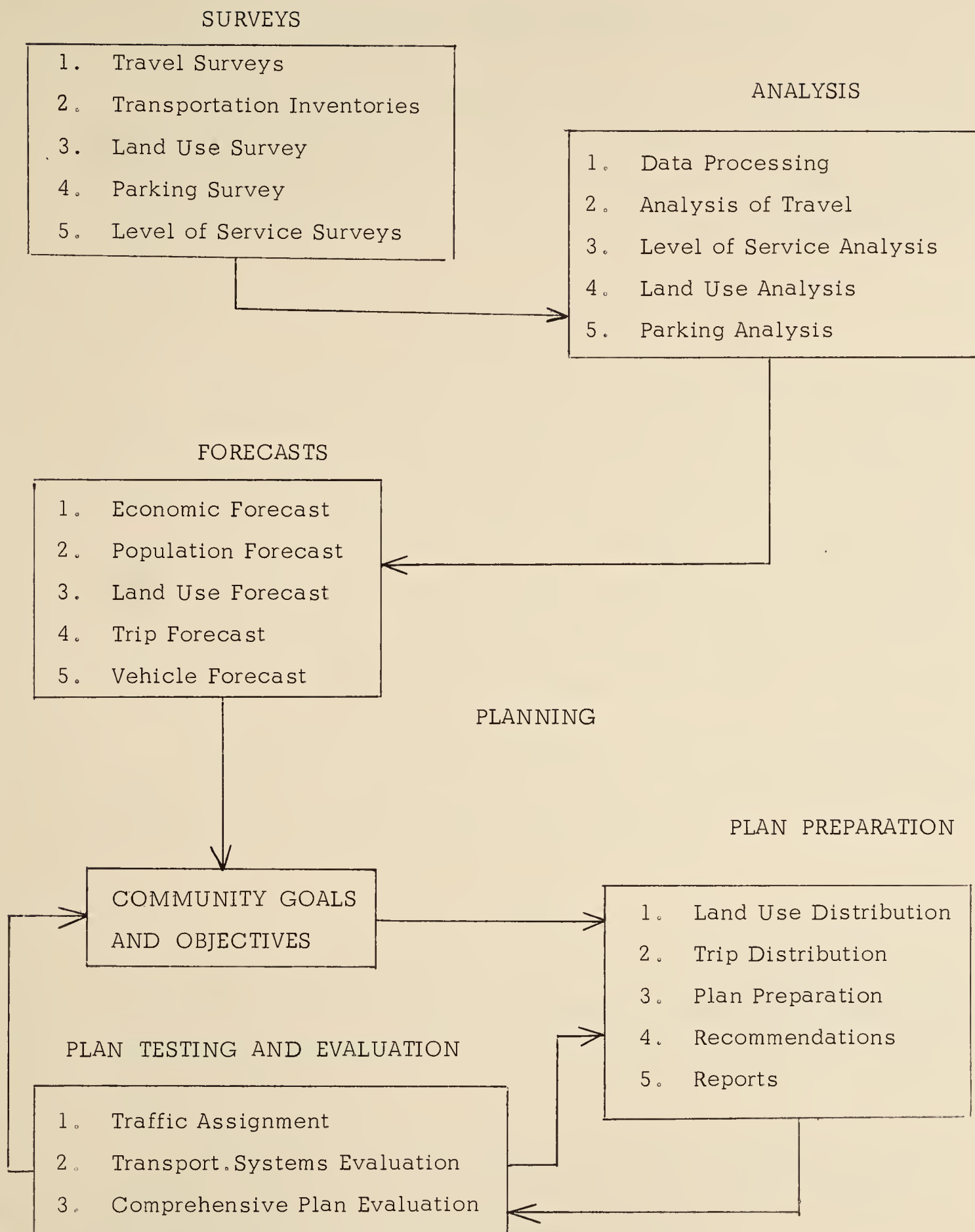
PLANNING

This section will determine the spatial distribution of all future land use based on economic and population projections and on community goals and objectives. Model formulation will be required for the determination of future travel demand on an incremental basis.

Once the amount and location of future land use and travel have been established, a transportation system capable of accommodating these can be planned. The area of greatest need can be determined by assignment of future travel to alternative systems of streets, roads and highways by computer. Overloads will be easily seen and evaluated. Several of these alternative systems will be evaluated by the committees and one selected as the final plan. It is essential that the plan have the built-in flexibility of being adaptable to changing conditions with procedures established for its implementation.

The basic sequence of the general study design is shown graphically on page 11.

GENERAL STUDY DESIGN



CONTINUING TRANSPORTATION PLANNING

After the study is completed, a program for keeping the data current should be established as a joint City-County-State effort. The primary function of the Continuing Program should be to keep up-to-date the transportation elements of the Comprehensive Plan for the Missoula urban area.

TIME SCHEDULE

The time required to complete the transportation plan for the Missoula urban area is estimated at thirty months or two and one-half years. To attempt to compress the planning into a shorter period of time would require a much more intensive effort than is considered desirable. The thirty-month schedule is expected to allow sufficient time for adequate communication about the program, which will enable the Citizens Committee and local officials to more fully absorb the study procedures, aims, interim results and the recommended transportation plan.

An estimated time schedule for the major elements of the study is shown on page 19. This schedule is subject to revision from time to time. It presently represents the most realistic estimate.

COST

It is anticipated that the entire cost of the transportation study will be financed by the Montana Highway Commission from Highway Planning Research funds with the approval of the U.S. Department of Commerce, Bureau of Public Roads.

Estimates for various areas of the transportation study are being prepared. When the estimates are completed they will be submitted to the State Highway Commission for their evaluation.

APPENDIX

TRANSPORTATION STUDY WORK ITEMS

A. BASIC STUDY DESIGN

1. Objectives
2. Work Outline
3. Cost
4. Administration
5. Coordination with Comprehensive Planning
6. Cooperation with Participating Agencies and Committees
7. Delineation of Study Area
 - a. Cordan line
 - b. Screen lines
 - c. Grid-block coordinate system

B. SURVEYS

1. Telephone Survey Research
 - a. Test design
 - b. Pre-testing
 - c. Telephone survey
 - d. Home interview survey
 - e. Analysis
 - f. Review
 - g. Conclusions
2. Internal Travel Survey Sample Selection
 - a. Electric utility records
3. Internal Travel Survey
 - a. Field edit
 - b. Coding
4. Truck-Taxi Interview Sample Selection
 - a. County vehicle registration records
5. Truck-Taxi Interview Survey
 - a. Field edit
 - b. Coding
6. Roadside Interview Location Selection
 - a. Traffic counts
7. Roadside Interview Survey
 - a. Field edit
 - b. Coding

8. Screenline Survey
 - a. Mechanical vehicle count
 - b. Manual person-vehicle classification count
9. Land Use Survey
 - *a. General land use inventory
 - *b. Floor space use inventory
 - c. Measurements
 - d. Coding
10. Transportation Facilities Survey
11. Traffic Volume Counting
 - a. Mechanical counts
 - b. Manual turning movements counts
12. Travel Time Survey
13. Parking Survey
 - a. Inventory
 - b. Parking use
 - c. Parking duration
 - d. Parking turnover
 - e. Parking demand
 - f. Parking revenue
14. Accident Survey
 - a. Analysis of high accident locations

C. ANALYSIS

1. Data Processing
 - a. Key punching and verification
 - b. Consistency and contingency checks
 - c. Expansion to universe
 - d. Accuracy checks
 - e. Tabulations A-F
2. Analysis of Travel
 - a. Origins and destinations
 - b. Vehicle miles of travel
 - c. Trip making by hour of day
 - d. Trip making by purpose, land use, and by population characteristics
 - e. Trip length frequency distribution
3. Level of Service Analysis

- *4. Land Use Analysis
 - a. Summary by analysis zone
 - b. Summary by ring and sector
 - c. Summary by fraction of square miles
 - d. Distance from CBD
 - e. Relation to population and distance from CBD
 - f. Vacant land, marginal land vs. buildable land
 - g. Employment density of commercial and industrial land
- 5. Trip Generation Analysis
 - a. Travel-land use relationships
 - b. Variations in trip generation rates to
 - 1) Income
 - 2) Car ownership
 - 3) Density
 - 4) Parking
 - 5) Distance from CBD
- 6. Parking Analysis
 - a. Machine tabulations
 - b. Areas of surplus and deficiencies
 - c. Floor area parking relationships

D. FORECASTS

- *1. Economic Activity Forecast
 - a. Future labor force by category
 - b. Future income
 - c. Future industrial productivity
 - d. Future consumption pattern of population
- *2. Population Forecast
 - a. Numerical estimates of future growth
 - b. Future age - sex composition
 - c. University population
- *3. Land Use Forecast
 - a. Future land requirements of the future population in terms of land requirements
 - b. Future land requirements for industry commerce and public uses
- 4. Trip Forecast
 - a. Estimates by mode
 - 1) Auto driver
 - 2) Auto passenger
 - 3) Bus passenger
 - 4) Truck trips

- b. Per capita estimates by expected income, car ownership and location of residence
 - c. Trip making related to residential land
 - d. Future truck trips related to
 - 1) Land use
 - 2) Person trip making
- 5. Vehicle Forecast
 - a. Passenger vehicles
 - b. Commercial vehicles

E. PLANNING

- 1. Planning Objectives
 - a. Transportation
 - b. Land use
 - c. CBD
 - d. Approval by Policy Committee
- *2. Land Use Distribution
 - a. Population, density, income, car ownership
 - b. Labor force
 - c. Employment and its distribution
 - d. Commercial, industrial, public lands and facilities
- 3. Trip Distribution
 - a. Gravity model testing, calibration
 - b. Application of gravity model
 - c. Computer runs
- 4. Plan Preparation Alternatives
 - a. Continuation of present trends
 - b. Centralization, CBD, parking
 - c. Decentralization
 - d. Other combinations
- 5. Transportation System Evaluation
 - a. Traffic assignment tests
 - 1) 24-hour and peak hour loads
 - 2) Capacity
 - 3) Street and highway land requirements
 - 4) Terminal needs
 - b. Efficiency
 - 1) Vehicle miles of travel
 - 2) Vehicle minutes of travel
 - 3) System mileage
 - 4) Level of service

6. Comprehensive Plan Evaluation
 - a. Land Use Planning
 - 1) Effect on land use
 - 2) Effect on existing and proposed neighborhood patterns
 - 3) Effect on community facilities service areas
 - 4) CBD plan
 - b. Transportation Planning
 - 1) Effect on transportation
 - c. Both land use and transportation planning
 - 1) Implementation problems and proposals
 - 2) Proposals for modifications of integrated plans
7. Recommendations
 - a. Comprehensive Plan
 - 1) Land use component
 - 2) Transportation component
 - 3) Community facilities component
 - 4) CBD component
 - b. Adoption of plan
 - c. General cost estimate
 - d. General priorities
 - e. Financing possibilities
8. Applications to Continuing Program
9. Reports
 - a. Preliminary
 - b. Final
 - c. Data books

*Work items to be financed with local and 701 funds.

TIME SCHEDULE

TRANSPORTATION STUDY	1965					1966					1967								
WORK ITEMS	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
BASIC STUDY DESIGN	x	x	x	x		x	x	x											
SURVEYS																			
1. Telephone Survey Research	x	x																	
2. Int.Trav.Surv.Samp.Select.		x																	
3. Internal Travel Survey			x	x	x														
4. Truck-Taxi Int.Samp.Select.	x																		
5. Truck-Taxi Interview Survey		x	x																
6. Roadside Int.Location Select.	x																		
7. Roadside Interview Survey		x																	
8. Screenline Survey		x	x	x	x														
*9. Land Use Survey		x	x	x	x														
10. Transpt. Facilities Survey						x	x												
11. Traffic Volume Counting			x	x	x	x	x	x	x	x	x	x	x	x					
12. Travel Time Survey			x																
13. Parking Survey		x																	
14. Accident Survey						x	x												
ANALYSIS																			
1. Data Processing		x	x	x	x	x	x	x	x	x	x	x							
2. Analysis of Travel			x	x	x	x	x												
3. Level of Service Analysis							x	x											
*4. Land Use Analysis								x	x	x									
5. Trip Generation Analysis								x	x	x									
6. Parking Analysis				x	x	x													
FORECASTS																			
*1. Economic Activity Forecast										x	x	x							
*2. Population Forecast										x	x	x							
*3. Land Use Forecast													x	x	x				
4. Trip Forecast													x	x	x				
5. Vehicle Forecast										x	x	x							
PLANNING																			
1. Objectives															x	x	x		
*2. Land Use Distribution																x	x	x	
3. Trip Distribution																x	x	x	
4. Plan Preparation																x	x	x	
5. Transpt. Systems Evaluation																	x	x	x
6. Comprehensive Plan Evaluation																	x	x	x
7. Recommendations																		x	x
8. Applications to Cont.Program																			x
9. Reports																			x

*Work items to be financed
with local and 701 funds.

Missoula Second Phase

I. SCOPE OF SERVICES DESCRIPTION

A. OUTLINE OF PLANNING PROGRAM

The proposed surveys, studies and plans will be carried out in the Missoula Planning Area, which comprises approximately 68 square miles and contains about 45,000 people. The first project was limited largely to an analysis of the Planning Area while this, the second phase of the work, will contain the quantifications of future requirements, studies, preliminary plans and finally, the completed comprehensive development plan. It is anticipated that the urban transportation plan which is being funded by HPR moneys, will be completed at, or near the end of, this project phase. This project will avoid duplication with the first project phase as well as with the first '701' program in Missoula which was prepared approximately five years ago.

B. PROJECT DESCRIPTION

1. Surveys

a. Building Permit History.

A tabulation and evaluation of the building permits which have been issued during the past decade, will be made and will be summarized by type of use and approximate value of the improvement.

b. Zoning.

Measurements will be made of the lands as they were zoned according to the zoning map of 1961. These measurements by zone districts classification will be compared with the way that the land was actually utilized based on the survey of all existing land uses taken in 1965.

2. Studies

a. Economic Study.

The Economic Studies prepared in the prior '701' project will be utilized. The foundation study will be used as a basis for projecting the planning area's economic base to 1985. Projections will be made for retail sales by each major retail merchandising category. Other areas of economic activity will also be evaluated and projections made for the gross land requirements and their distribution by 1985 of commerce and industry.

b. Population Study.

The population work prepared in the prior phase will be utilized. This study will involve the population projections to 1985. The gross population of the Planning Area will be projected. Projections will also be made for the future number of dwelling units, employment and school enrollments and how these are distributed among planning districts.

c. Land Study.

Additional quantitative studies will be made in order to determine various factors which will be of assistance in the preparation of the land use plan. These studies will include an evaluation to 1985 of the following:

- the past and projected rates of land consumption.
- the gross land requirements by various use category.
- the holding capacities of "planning district" in terms of the population, dwelling units which these districts can be expected to contain by 1985 and also at the saturation point.

d. Community Facilities Study.

This study will continue from the survey of existing community facilities which was completed in the prior planning phase. The study will quantify and project, based on the Planning Area's future population, the number of units and/or the size of facilities to serve the Planning Area by 1985. This study will include the evaluation of the ratio of public school students to dwelling units, future number of classrooms, future park acreage and the future acreage required for public buildings.

3. Plans

a. Preliminary Plans.

At least two alternate conceptual comprehensive plans will be prepared in preliminary form and presented to the Community. This operation will serve two purposes inasmuch as it will provide a testing ground for technical evaluation and will also provide the Community with the opportunity of making a policy decision upon the selection of various developmental alternatives.

b. Final Plan Elements.

- A Land Use Plan will be prepared depicting the future land use requirements for all major land uses. This Plan will indicate the recommended future arrangement, location, and development of residential, commercial, industrial and public uses.

- A Community Facilities Plan will be prepared based upon accepted and/or adopted standards for size, location, arrangement and upon expected future requirements. The Plan will indicate the extent and general location of schools, recreation areas, fire stations, libraries, public buildings and other relevant public facilities.
- A Central Business District Plan will be prepared which will be treated as an integral part of the over-all plan for the Planning Area. This Plan will extend detailed coverage to illustrative site plans, open spaces, new growth and/or replacement of improvements. It will also incorporate the circulation plan and parking plan elements from the Urban Transportation Project.
- Special Area Plans will be prepared which will include, but not be limited to, a new subdivision diagram, industrial development, park and waterfront development.

c. Comprehensive Development Plan

The aforementioned plan elements, together with the proposed urban transportation plan (funded with HPR moneys) will be synthesized and worked into an over-all plan. This will be the Comprehensive Development Plan for the Missoula Planning Area.

4. Miscellaneous

a. Reports.

The Consultants will provide the community with monthly Progress Reports during the period of this Project. A final illustrated report covering this Project will be prepared, printed in five hundred (500) copies and submitted to the community.

b. Meetings.

In addition to the Resident Planner, a responsible member from the Consultants' home office will meet with the Planning Board and other groups in the community at least once every two months.

c. Travel

A budgetary item has also been allotted to travel by the local planning staff, the Resident Planner and representatives from the Consultants' home office.

C. TABULAR SUMMARY

(See attachment)

C. TABULAR SUMMARY

STATE PLANNING BOARD, STATE OF MONTANA
URBAN PLANNING ASSISTANCE GRANT PROGRAM DATA

WORK ELEMENT	<u>Consultant</u>		<u>Contributed Services</u>		<u>Total</u>	
	Man/Month	Amount	Man/Month	Amount	Man/Month	Amount
BUILDING PERMITS & ZONING	0.75	\$ 950	1.00	\$ 600	1.75	\$1,550
ECONOMIC PROJECTIONS	1.50	1,800	-	-	1.50	1,800
POPULATION PROJECTIONS	1.00	1,350	-	-	1.00	1,350
OTHER LAND STUDIES	1.75	2,250	1.00	600	2.75	2,850
COMMUNITY FACILITIES STUDY	1.75	2,250	1.50	900	3.25	3,150
PRELIMINARY CONCEPT PLANS	1.00	1,350	0.75	450	1.75	1,800
LAND USE PLAN	3.00	4,050	-	-	3.00	4,050
COMMUNITY FACILITIES PLAN	2.50	3,150	-	-	2.50	3,150
CENTRAL BUSINESS DISTRICT PLAN	3.00	4,050	0.50	300	3.50	4,350
PLANS FOR SPECIAL AREAS	2.50	3,150	0.50	300	3.00	3,450
COMPREHENSIVE DEVELOPMENT PLAN	0.75	950	0.75	450	1.50	1,400
MEETINGS	0.75	950	1.75	1,050	2.50	2,000
TRAVEL	-	1,300	-	750	-	2,050
REPORT	-	1,900	-	-	-	1,900
SUB-TOTAL	20.25	\$29,450	7.75	\$5,400	28.00	\$34,850
Project Inspection Fee						328
LOCAL CASH SHARE - \$6,330.00						\$35,178

STATE PLANNING BOARD
STATE OF MONTANA

URBAN PLANNING ASSISTANCE PROJECT DATA FOR
JURISDICTIONS UNDER 50,000 POPULATION

UNIT OR AGENCY CITY-COUNTY PLANNING BOARD OF MISSOULA

ADDRESS P. O. Box 1031

POPULATION, 1960 27,090

PLANNING AREA IN SQUARE MILES Approx. 68

COUNTY MISSOULA

I. SCOPE OF SERVICES DESCRIPTION

A. OUTLINE OF PLANNING PROGRAM

The proposed surveys, analyses and studies will be carried out in the Missoula City-County Planning Area which encompasses approximately 68 square miles and contains about 45,000 people. The planning program for Missoula will be jointly funded inasmuch as an application for Highway Planning Research funds is currently being made through the State Highway Department and the Bureau of Public Roads. The HPR funds will be devoted to an urban transportation plan which will include a study and recommendations for circulation and downtown parking. Both the URA and BPR financed projects will be under the supervision of the City-County Planning Board and will be coordinated by an eleven member policy committee. The policy coordinating committee will include representatives from the Planning Board, the City, the County, the State Highway Department, the Missoula Chamber of Commerce and the Federal Bureau of Public Roads.

Both applications have been drafted to supplement each other. There should be no duplication of efforts in these two projects nor with the 701 project which was completed approximately four years ago. Although that project was limited in scope, the data which it contained will be utilized where relevant. This two-year program of planning is intended to supplement, refine and expand the limited scope which was included in the 1960 project. (Many items in that project are outdated and some key planning elements, such as existing land use, were not even a part of the project.)

The first phase of the Planning Project is limited largely to surveys and analyses of the Area, while the second phase of the work will contain the quantifications of the future requirements, completed studies and plans. To provide continuity during both phases of this planning program, it is intended that a local planning director will be hired and that the consultants will place a resident planner in the community until the completion of the Comprehensive Plan.

B. PROJECT DESCRIPTION

1. Mapping

An over-all Planning Area base map, at a workable scale, will be prepared. This project will also include the preparation of a Central Business District map, at a scale of one inch equals 100 feet; both base maps will be drawn on reproducible material. Other special purpose maps will be drawn at a scale suitable for public presentation, illustrative design purposes and photographic reproduction.

2. Standards for Development

Community goals and standards governing the type, size, location and feasibility of development, provide a good vehicle for the establishment of a sound base from which an agreed-upon planning work can commence. Such standards will be prepared in a draft form by the consultants and submitted to the Planning Board, the City, the County and the School District and others for review, probably modification and subsequent adoption. These standards will serve as guideposts to future decisions of a qualitative or locational nature.

3. Surveys and Analyses

a. Existing Land Use.

A detailed survey of existing land uses will be carried out in the Missoula Planning Area. Every parcel will be noted as to its current, specific use. This information will be mapped. The urban transportation plan project will be responsible for the coding of field information, card punching and computerized tabulations.

b. Condition of Structures.

A non-engineering exterior condition of structures survey will be prepared for the Missoula Planning Area. These studies will describe the quality, by type of use, of all major structures in the Area. The relative condition of structures evaluation will be presented on a unit-area basis with an accompanying evaluative narrative.

c. Other Land Characteristics.

Other information relevant to the utilization of land in the Planning Area will be gathered and tabulated. This information will include, but not be limited to, lands that are subject to flooding, the major public and private ownerships in the Planning Area and those lands deemed unsuitable for urban development because of excessive slopes or other reasons.

d. Building Floor Areas .

This element proposes to locate, measure and classify all non-residential floor areas in the Missoula Planning Area . The quantitative relationships between the Central Business District and the outlying commercial areas will be plotted and analyzed. The first floor utilization in the CBD will be mapped. The urban transportation plan project will be responsible for the coding of field information, card punching and computerized tabulations.

e. Central Business District Surveys .

This element of the planning project will include, but will not be limited to, the following:

- . Major ownerships in the CBD will be plotted and analyzed.
- . Determinations of the relative value of blocks within the CBD will be made in terms of the assessed valuation on land, improvements and the total.

f. Existing Community Facilities .

This survey will be comprised of an investigation of the existing public facilities and utilities. This survey will include the size, condition and special features of each facility. This inventory will include public schools, parks and playgrounds, fire stations, public libraries, public buildings and general utility systems.

g. Plans of Others.

Interviews will be held with responsible individuals representing those major public and private interests who may have individual plans which would effect the over-all development in the Missoula Planning Area.

4. Studies

a. Economy.

The economic work prepared in the 1961 report will be utilized, updated and expanded. The past and current contribution of agriculture, natural resources and transients to the economy will also be explored. Neither the economic nor population studies in this phase will be completed, but rather will be continued in the next phase and therein the refined projections will be made to 1985. This economic study will determine the Planning Area's relative economic competitive position in relation to larger parent areas. This study will include an analysis of past income trends, the net retail purchasing power, employment, manufacturing, wholesaling, retailing and the service sector of the economy.

b. Population Study.

The population work presented in the 1961 report will be utilized, updated and expanded. The population study will investigate in detail the Planning Area's past population trends. This proposed demographic study will evaluate the population

composition by age, sex, distribution, and other pertinent characteristics. Previous school enrollments will also be reviewed.

c. Questionnaire Study.

A detailed questionnaire will be prepared and distributed to the retailers in the Missoula Planning Area. The questionnaire will measure the attained productivity, in terms of dollars in sales per gross square foot of floor area and compare these productivities to those obtained in other Pacific Northwest communities. This questionnaire will also inquire into the attitudes, problems and aspirations of the retailers. Summaries will be made of the individual items on the questionnaires and conclusions drawn therefrom.

5. Miscellaneous

a. Meetings.

Responsible members from the consulting firm's home office will be in attendance at the Planning Board meetings, and other special meetings, at least once every two months. In addition, of course, the resident planner will be available for attendance at most meetings.

b. Travel.

A budgetary item has been provided for travel expenses incurred by the local staff, the consultant's resident planner and for consultant's travel from their home office.

c. Reports.

Monthly progress reports will be prepared by the consultants and submitted to the Community. A technical summary report of this project phase will be prepared and fifty (50) copies presented to the Community. This technical report will be limited to text and tables, inasmuch as the graphics will be incorporated into the final, illustrated Comprehensive Plan report.

C. TABULAR SUMMARY

(See Attachment)

II. RELATIONSHIP TO PLANNING PROGRAM

A. PLANNING WORK COMPLETED PRIOR TO PROJECT

The Community has no comprehensive plan for the Area's development. In fact, there is not even a survey of existing land uses. The 701 program of four to five years ago did provide for some studies and a zoning map and text were prepared. Utilization by the Community, of this earlier 701 program has been quite limited.

B. FUTURE PLANNING ANTICIPATED

It is anticipated that a second phase 701 application will be initiated immediately prior to or following the completion of this project. The second phase of the planning program would be comprised of completing the population and economic projections, building permit history and land consumption, quantifying future

land requirements and community facilities, and the preparation of first, the preliminary plans and then final plans resulting in the comprehensive development plan for the Missoula City-County Planning Area. This project will be scheduled so as to incorporate the Urban Transportation Plan.

III COORDINATION

A. PLAN PROGRAM

This project will include the City of Missoula as well as the urbanizing area which fringes Missoula's corporate limits. It is expected that there will be communication and coordination between the City, the County, School Districts, State and Federal highways' personnel and others on Planning, Transportation and development matters. To assist in this goal, the Planning Board will hire a Planning Director, whose role will be to work in fulfilling the contributed services and act as coordinator between the various agencies.

B. PLANNING AREA

There is not a regional planning agency per se. However, the joint City-County Planning Board has been established with independent revenues and with jurisdiction over the City and presently up to four miles in each direction beyond the corporate limits. This jurisdictional boundary may be extended by the present Montana State Legislature to 12 miles beyond the corporate limits.

C. The City Council, the County Commissioners and the Planning Board will be working closely in the local Planning Program. When completed, the comprehensive development plan should receive official recognition and the Planning Program will continue largely through the efforts of the Missoula City-County Planning Board.

STATE PLANNING BOARD - STATE OF MONTANA
REQUEST FOR URBAN PLANNING ASSISTANCE PROJECT BUDGET

Local Governmental Unit:

MISSOULA CITY-COUNTY PLANNING BOARD

<u>1. Project By Stages</u>	<u>Number of Months</u>
a. Completion of Project	12
b. Completion of 50% of Project	5

<u>2. Cost Classification</u>	<u>Budget Requested</u>
a. Services by Technical Consultants	\$29,600
b. Services by City-County Applicant	5,200
c. Services by Others	0
d. Project Inspection Fee	328
e. Total Urban Planning Assistance Project Budget	\$35,128

<u>3. Summary (To the nearest \$10.)</u>		
a.	Federal Grant Requested	\$23,420
b.	Contribution by Local Governmental Unit	11,710
	(1) In Cash	\$6,510
	(2) In Services	5,200
c.	Total Value of Project	\$35,130

Approval of the total project period shown in No. 1 and of the Urban Planning Assistance Project Budget in the amounts shown in No. 2 is hereby requested.

Date _____, 1965

_____, President
Signature of Authorized Officer

C. TABULAR SUMMARY

STATE PLANNING BOARD, STATE OF MONTANA
URBAN PLANNING ASSISTANCE GRANT PROGRAM DATA

WORK ELEMENT	<u>Consultant</u>		<u>Contributed Services</u>		<u>Total</u>	
	Man/Month	Amount	Man/Month	Amount	Man/Month	Amount
BASE MAPPING	1.0	\$1,350	-	-	1.00	\$1,350
PLANNING STANDARDS	0.6	750	0.75	\$ 450	1.35	1,200
LAND USE SURVEY	3.0	3,900	0.50	300	3.50	4,200
CONDITION OF STRUCTURES	2.0	2,700	-	-	2.00	2,700
BUILDING FLOOR AREAS	3.5	4,500	0.50	300	4.00	4,800
CBD SURVEYS	3.0	3,750	1.25	750	4.25	4,500
COMMUNITY FACILITIES SURVEY	1.5	2,250	1.50	900	3.00	3,150
OTHER LAND CHARACTERISTICS	1.0	1,200	1.00	600	2.00	1,800
PLANS OF OTHERS	0.3	450	1.00	600	1.30	1,050
ECONOMIC STUDY	3.0	3,600	-	-	3.00	3,600
POPULATION STUDY	2.0	2,700	-	-	2.00	2,700
QUESTIONNAIRES	0.6	900	0.50	300	1.10	1,200
MEETINGS	0.3	500	1.00	600	1.30	1,100
TRAVEL		900	-	400	-	1,300
REPORT		150	-	-	-	150
SUB-TOTAL	21.80	\$29,600	8.00	\$5,200	29.80	\$34,800
			Project Inspection Fee			328
LOCAL CASH SHARE - \$6,510.00			TOTAL			<u>\$35,128</u>

SUGGESTED FORM OF RESOLUTION
RELATIVE TO URBAN PLANNING ASSISTANCE GRANT

WHEREAS, CITY-COUNTY PLANNING BOARD desires to provide for a planning study contributing to an over-all program for future community development, the preservation of community values, the prevention of conditions tending to cause urban blight, and the promotion of the general health, safety and welfare of its citizens; and,

WHEREAS, the Montana State Planning Board, may provide planning assistance for such a program and receive financial assistance from the Urban Renewal Administration, as authorized by Section 701 of the Housing Act of 1954; as amended by the Housing Act of 1959 and again by the Housing Act of 1960; now, therefore, be it

RESOLVED, that CITY-COUNTY PLANNING BOARD hereby requests the Montana State Planning Board to provide planning assistance with such assistance as may be provided by the Urban Renewal Administration, under authority of Section 701 of the Housing Act of 1954 (P.L.860, 83rd Congress), as amended by the Housing Act of 1959 (P.L.86-372, 86th Congress). That such planning assistance is more particularly described in a project description that is attached hereto and made a part of this resolution as if fully set forth herein.

THAT, CITY-COUNTY PLANNING BOARD, subject to approval of such planning assistance by the State and Federal authorities, hereby authorizes

- (a) payment to the Montana State Planning Board of a sum not to exceed \$6,510.00 in cash and,
- (b) use of personnel of the City and County for technical assistance in this project, which assistance has an estimated value of \$5,200.00.

THAT, the total estimated cost of the CITY-COUNTY PLANNING BOARD'S project as planned, is \$35,130.00.

THAT, the authorized official of CITY-COUNTY PLANNING BOARD be, and hereby is, authorized and empowered to execute in the name of CITY-COUNTY PLANNING BOARD all necessary contracts and agreements to implement and carry out the purposes specified in this resolution.

Passed by the MEMBERS of the BOARD this _____ day of _____ 1965.

Effective Immediately

Attest:

Secretary

(Authorized Official) President
Missoula City-County Planning Board



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